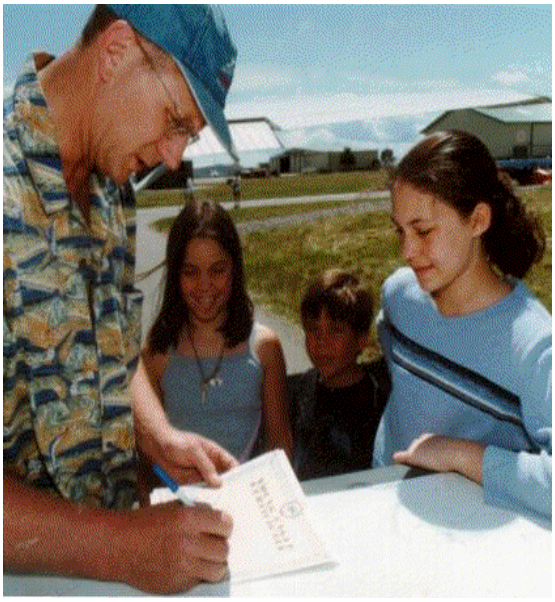
Montana and the Sky

MDT - Department of Transportation Aeronautics Division Vol. 51, No. 7 July 2000

Young Eagles Day



At left, Pete Whiting loads Young Eagles. At right, Pilot Dave Healow signs Young Eagle certificates.

The annual EAA/MPA Fly-in and Young Eagles Day was held on June 10 in Billings. Volunteer EAA pilots in a dozen airplanes and one helicopter flew 204 Young Eagles. The Billings Exxon Refinery helped out with a fuel discount for volunteer pilots. Additionally, a breakfast, lunch, static display and airport fire truck display were available. The event was held at Logan Field at the west end hangar area.

At left, airplanes line up to load Young Eagles. Airplanes were loaded and then pushed (downhill) and started in a special location away from foot traffic. Above, former Navy pilot Pete Whiting of Billings meets Young Eagles near his Mooney.

Administrator's Column

Airport Revenue Diversion Found Illegal: Acting on a formal complaint filed by both the Aircraft Owners and Pilots Association (AOPA) and the Air Transport Association (ATA), the Federal Aviation Administration (FAA) found that the city of Los Angeles acted illegally by diverting Los Angeles International Airport money into the city general fund. The FAA has ordered the city of Los Angeles to return over $20 million dollars plus interest, to the airport account. AOPA President Phil Boyer stated "This 'Preliminary Decision' from the FAA could set an important precedent involving the 2,400 airports nationwide that have accepted federal funds." AOPA is adamant that airport sponsors follow federal law." Bill Dunn, AOPA's vice president for regional affairs added, "This ruling shows that FAA is starting to get serious about enforcing the law that airport revenues must be used for the benefit of airports, that will help protect General Aviation airports nationwide."✈

Backcountry Airstrips Receive More Approval: Last month I reported that Representatives Hanson's (Utah) legislation (H.R. 3661), called the General Aviation Access Act, had passed the House National Parks and Public Lands Sub-committee. Representative John Hanson is the Chairman of that sub-committee. H.R. 3661 is co-authored by Representative John Duncan (TN) who is also the Chairman of the Aviation Sub-committee. An amendment was placed on the bill to satisfy the Federal land managers who opposed the bill. The amendment clarifies the applicable landing strips and emphasizes that the legislation is not intended to create more landing strips and also eliminates the FAA from the approval process because the FAA only takes responsibility for public airports with based aircraft. H.R. 3661 has now passed the House Resources Committee. ✈

Thank You to Volunteers: I'd like to take this opportunity to thank all of the volunteers who helped with the Benchmark, Meadow Creek, and Spotted Bear work sessions. Much needed work was accomplished to these airstrips and associated facilities. We normally have great support in our annual Schafer Meadows work session but these other back country airstrips need and deserve your attention as well if we want to keep them in good usable condition for our personal needs and enjoyment. It was gratifying to see that so many of you share this feeling. A BIG THANK YOU! ✈

AOPA's Boyer May Get McCain Axe: In both the May and June issue of Montana and the Sky I wrote about the newly created Federal Aviation Management Advisory Council (MAC) mandated by Congress and about the eight nominations to serve on this council. I also reported about Senator John McCain's (Arizona) outburst against nominee Phil Boyer, President of the Aircraft Owners and Pilots Association (AOPA) during a Senate Commerce Committee hearing which Senator McCain chairs. McCain aparently feels that Boyer "crossed" him as AOPA has been strongly opposed to the Administrations USER FEE proposals which Senator McCain supports. Well, now it appears that Senator McCain has exposed his vendetta against Boyer by exercising his powers in not forwarding Phil Boyer's nomination to the full Senate for approval. He has instead sent Boyer a long list of additional questions to answer before rejecting his nomination which those "in the know" say is inevitable. The general aviation (GA) industry was very pleased to "finally" have someone from the GA industry sit in an official advisory capacity to the FAA to represent our views and protect our interests. We'll just have to wait and see how this turns out but it does NOT look good at this writing. ✈

Pictured above is Brent Bouma's winning entry in the Aviation Awareness Art Contest. Brent is the winner in Category III - Grades 9-12. See other first place winners on page 4.

Montana and the Sky
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COME JOIN IN THE FUN!!

POLSON 2000 FLY IN
2ND ANNUAL

AUGUST 26 & 27
POLSON, MT

YOUNG EAGLES FLIGHTS
ANTIQUE AIRPLANES
WARBIRDS
EXPERIMENTALS

SATURDAY: 8-10 AM – PANCAKE BREAKFAST
6-8 PM STEAK FRY-POT LUCK
(BRING YOUR OWN DISH, STEAKS FURNISHED BY LOCAL SPONSORS)
————————RSVP PLEASE————————
8-12 PM HANGAR DANCE WITH LIVE MUSIC

SUNDAY: 8-10 AM PANCAKE BREAKFAST

CAMPING ON FIELD

OTHER LODGING AT:
(EARY RESERVATIONS SUGGESTED)
BAYVIEW INN.....883-3120
CHERRY HILL MOTEL.....883-2737
PORT POLSON INN.....883-5385
KWATAQNUK RESORT.....883-3636
SUPER 8 MOTEL.....883-6251
RSVP: POLSON AEROWORKS
470 REGATTA RD
POLSON MT 59860
406-883-9392
aeroworks@aeroworks.net

Old Pilots Never Die, They Just "Fry" Sourdough Pancakes into the Sunset! Beacon Star Annual Father's Day Fly-in found John Rabenberg, host Frank Bass and admirer Mary Ann Komar of Great Falls enjoying a gorgeous day at the Beacon Star airstrip. Thanks for Frank and Patty Bass for this wonderful aviation gathering.

Calendar

July 22 – 23 – United States Air and Trade Show, Dayton International Airport, Dayton, OH, www.usats.org.
July 26 – August 1 – Experimental Aircraft Association AirVenture, Oshkosh, Wisconsin.
July 29 – 30 – Big Sky International Airshow, Billings.
August 3 – 6 – MAAA Fly-in, Three Forks.
August 11 – 13 – Abbotsford Airshow 2000. Call (604)852-8511 or www.abbotsfordairshow.com.
August 18 – 20 – Flight Safety Expo, McCall, Idaho.**August 19 -** Helena EAA Chapter 344 Fly-in breakfast 8 – 11 am at Air-Ryder Hangar at Helena Regional Airport. Call Bob Little (406)458-5379.
August 19 – 20 – Fort Peck/Valley MPA Hangar Fly-in. Boating, water skiing, fishing, camping. Float planes invited.
August 26 – Second Annual Fly-in Polson Airport. Call Tom Seabase 883-9392 or aerowork@digisys.net.
September 1 – 4 – Montana Ultralight Fun Flyers Annual Fly-in, Silver City Airport. Everyone is welcome to fly-in or drive-in. Call Brian or Linda Lee (406)442-1701, email: skyryder@uswest.net.
September 2 – 4 – Cleveland National Air Show, Burke Lakefront Airport, Cleveland, OH, www.clevelandairshow.com.
September 2 – 4 – West Yellowstone Labor Day Fly-in, Yellowstone Airport.
September 9 – 10 – South Central Hangar Club Fall Fly-in, Laurel Airport.
September 9 –13 – NASAO 69th Annual Convention and Trade Show, Long Beach, CA.
September 14 – 17 – Reno Air Races.
September 15 – 17 – Mountain Search Pilot Clinic, Kalispell.
September 16 – Dillon Aviation Days, call Dillon Flying Service (406)683-5242.
September 16 – 17 – Oregon Air Fair 2000, Albany Fairgrounds. Info: NW Aviation Association (800)547-6922.
September 21 – 23 – International Northwest Aviation Council Annual Conference, Jackson Hole, WY.
September 30 – October 1 – Springfield Air Rendezvous 18th Annual Air Show featuring the USAF Thunderbird Demonstration Team, Capital Airport, Springfield, IL (217)789-4400.
October 10 – 12 – National Business Aviation Association 53rd Annual Meeting & Convention, New Orleans, LA.
October 20 – 22 – AOPA Expo 2000, Long Beach. CA.

The 22nd Annual Mountain Search Pilot Clinic

The Montana Aeronautics Division will hold the annual mountain search pilot on September 15, 16 and 17th in Kalispell, Montana. The Aeronautics Division is responsible for air search and rescue operations pertaining to civil aircraft within the state of Montana. This system relies heavily on Montana volunteer pilots and aircraft. Flying the mountains and canyons in a search situation can be a challenge, so each year for the past twenty-two years the Aeronautics Division has presented an intensive mountain search pilot clinic.

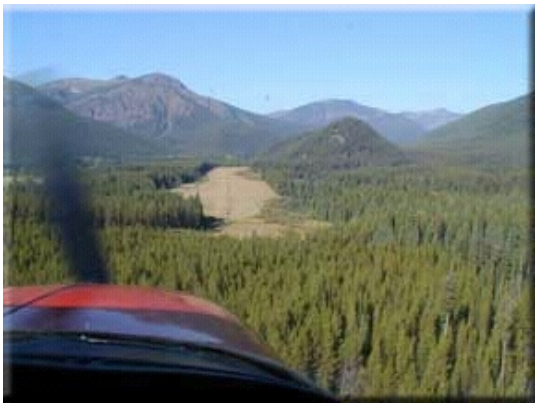
Qualified and experienced mountain flying CFI's, Fred Hasskamp, Sparky Imeson, Jeanne MacPherson, Stan Read, Wayne Turner and Bill Werner, share their flying knowledge and skills for safe operation in this unique environment.

Participants also spend a good deal of time learning the techniques for Emergency Locator Transmitter (ELT) tracking. The ELT instructors are Will Mavis, Hugh Wilkins and Peter Graf.

The Emergency Response International of Washington will put the volunteers through a survival field session and Sparky Imeson will present the "Do's and Don'ts of Mountain Flying".

In August all registered Montana Pilots will receive an application to attend the mountain search pilot clinic to be held in Kalispell, Montana. Thirty applicants are selected based on location /need and flying experience. In order to get the most out of this clinic it is best for a pilot to have a minimum of 250 hours logged pilot in command time. The aircraft for the flight instruction will be provided by the Aeronautics Division, there is a $50.00 fee for the clinic and participants are responsible for there own lodging and meals. The Mountain Search Pilot Clinic counts as a FAA Flight Review and toward the FAA Wing's program.

For more info contact: Jeanne MacPherson or Patty Kautz at (406) 444-2506.



The Schafer Meadows airport is located about 45 east of S27 (Kalispell City airport) in the Great Bear Wilderness.

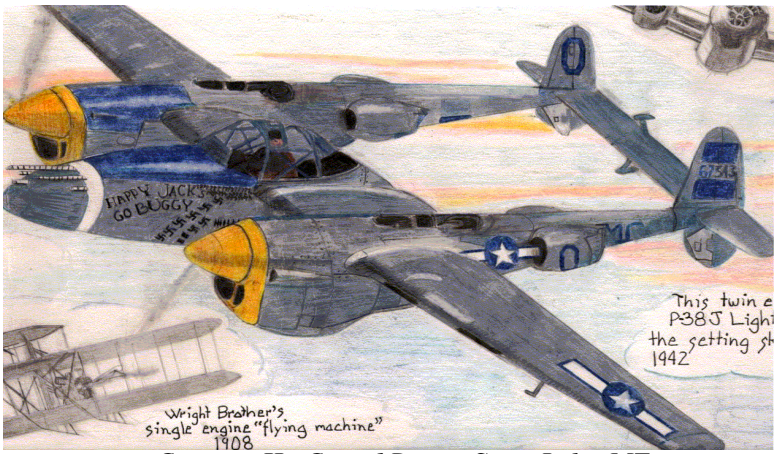
"By-the-book" landing with room to spare.

Baker Airport NDB Approach Finalized

On June 6, 2000 the Baker NDB instrument approach was flight tested by FAA Flight Check and passed with flying colors. This has been a long and paper work intensive journey of over 15 years to get this approach approved. Siting problems, excessive needle swing and equipment problems made the FAA hesitant in trying to complete this project.

Thanks to the Fallon County Airport board and their airport manager, Roger Meggers for contacting their congressmen to put pressure on the FAA to complete this project. Special thanks goes out to Senator Max Baucus for all the work he did to convince the FAA that all past problems at Baker were corrected, and that a commissioning flight check would pass. Baker has finally received their long over due instrument approach.

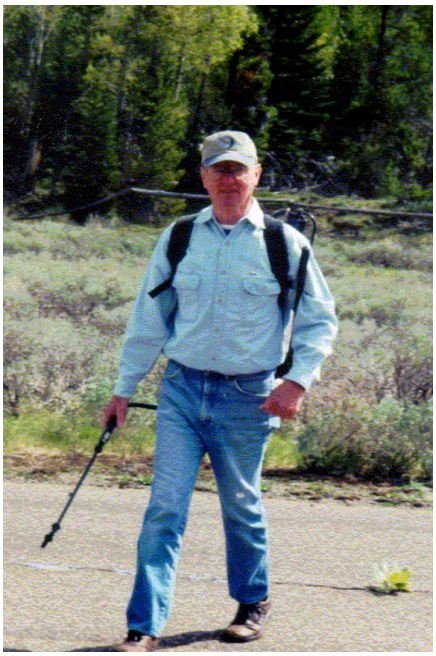
FIRST PLACE ENTRIES IN 2000 AVIATION AWARNESS ART CONTEST!!!



Category II - Crystal Dorne, Swan Lake, MT

Category I - Ray Martin, Cut Bank, MT

Benchmark Airstrip Receives Maintenance



Jeff Morrison took on the important task of spraying weeds

The Benchmark airstrip received annual maintenance, with many volunteers gathering to perform general upkeep. Windsocks were changed, weeds were sprayed, fencing repaired, tie-downs painted and other tasks performed to assist with keeping the camping area groomed and the runway in good shape. Evening gatherings around the campfire were the site of conversation, music and good times with good friends.

Thanks to everyone who volunteered to assist with the upkeep of this airport.

Evening entertainment was provided by the Larson's and Gunderson's, a relaxing event after a hard days work.

Dave Ries and Bob Lipscomb cut firewood to stock the campground for future pilot campers

Bill and June Sheets working hard spraying weeds

A hearty fencing crew, pictured left to right, Dave Ries, Dave Anderson, Lonny Leslie, Mike Ferguson & Larry Larson

Proving the fact that a woman's work is never done Jeanie Bystrom assisted in digging post holes.

Staying Ready For Anything

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By: Wally Miller

When you talk about proficiency with experienced aviators accustomed to flying several different types of airplanes, a certain thread of "common" sense weaves its way through the conversation. It's something like this: "most things that fly have wings, a tail, some source of energy to move them along and some way to control them." There's a lot to that, when you take time to think about it. The clear implication to me is that, generally speaking, an airplane ... is an airplane ... is an airplane!

Although every make and model has its own peculiarities, all general aviation flying machines share some basic characteristics. I currently fly seven different airplanes and a few more sailplanes, which is not all that unusual for a flight instructor. To me, there is a kind of "commonality" among them—and among the hundreds of other general aviation airplanes flying today. Therefore, it is not unreasonable to think that we can identify some key similarities, common characteristics, procedures and techniques that can be used that would help us to fly better and safer, regardless of the machine we were flying.

The emergency procedures section of an Air Force flight manual, for instance, contains a "generic" emergency procedure worth remembering. It goes something like this:

1. Maintain aircraft control.
2. Analyze the situation and take proper action.
3. Land the aircraft as soon as conditions permit.

Beyond the Book

One of the first rules of safe flying is to understand your airplane. Before we go any further, let's be clear that this discussion is not meant to imply that we do not need to know the specific procedures for each airplane we fly (i.e., we need to "know" the book). The purpose of this article, however, is to think about similarities, not differences. Thinking about similarities can provide a logical framework for later action.

For instance, I think we can agree that, regardless of the emergency situation, the first rule is to *fly the airplane.* That rule is "generic," which most modern dictionaries define as "relating to or characteristic of a whole group or class." Even the feds are thinking generic these days. The FAA is including a good deal of generic information in its rewrite of Advisory Circular 61-21, the Flight Training Handbook. One of the foremost cautions is that pilots should refer to the specific airplane flight manual (AFM) or pilot operating handbook (POH) for the procedures to use in a specific situation.

But manuals and handbooks can not and do not cover everything. Most mention nothing about instrument flight, for instance. Coverage of emergency procedures in AFMs and POHs varies greatly.

The new Airplane Flying Handbook(AFH) lists eight generic emergencies. Checking 12 randomly selected manuals for airplanes ranging from the Boeing 737 to the Piper Tomahawk and Cessna 172, I found a "batting average" of less than 50 percent in providing procedures for the eight generic emergencies listed in the AFH.

Be Prepared

Lacking guidance from the "book" what's a pilot supposed to do? The Boeing 737 manual, for instance, was alone among the 12 in providing a procedure for an asymmetric flap condition (that's when you extend the flaps and only one of them moves, creating a potentially severe roll close to the ground). The lack of coverage probably is due to the fact that the condition *isn't supposed to happen.* But it does. I recently read reports on two accidents that happened a few years apart. Both mentioned that "a loud bang was heard"—when something broke that wasn't supposed to break. One of the airplanes was a Cessna 210 on base leg; the other, a homebuilt turning from downwind to base. They both crashed. No procedure in the book.

The message here is that anything can break anytime, even in the most well-built machines. We have to be prepared for it.

A "split-flap" condition isn't supposed to happen in most airplanes, but what would you do if you experienced an unexpected roll tomorrow morning as you were putting the flaps down on final? The AFH recommends that you put the flap selector back to the "up" position and continue flying the airplane; but you probably won't find that in your airplane manual.

Other generic emergency situations contained in the AFH include: engine fire on start, smoke/fire in flight, partial power loss, complete power loss, inadvertent door opening on takeoff or in flight, and emergency approach and landing.

Going by the Book

Again, if these situations are covered in the AFM or POH for the airplane you fly, you should go by what your book says. The airplane *must* contain a current, approved copy of the appropriate AFM. That's what FAR 91.9 says.

Does your airplane have the approved AFM aboard? If not, ask the owner or operator to get one and keep it in the airplane. As pilot-in-command, you're the one who's responsible if you fly the airplane without the approved AFM aboard!

It's a good idea to have your own copy of the flight manual, so that you can bone up on emergency procedures and systems in the comfort of your home or office now and then. It's amazing how much just reading through your checklists the night before a flight will freshen procedures, particularly when you haven't flown for awhile.

If the manual contains no guidance for a particular maneuver, situation or circumstance, check out the Airplane Flying Handbook. In many cases, it will contain a recommended procedure, consideration or course of action that is appropriate. The current Flight Training Handbook also is a valuable source for that type of information.

More than 30 authors and editors from around the country have been at work on the Airplane Flying Handbook. The procedures contained therein result from a wealth of knowledge and experience, plus a lot of thought and research of accident trends and the like.

Sampling the Handbook

Chapter 20 in Volume 1 of the new handbook is entitled "Emergency Operations." Here's a paraphrased sampling of what it recommends for handling generic emergencies:

***Engine fire on start.** The common cause is overpriming a cold engine, but there are others. In one case, a Cessna 172 was supposed to be "down" for maintenance, but it was parked on the flight line with a loose fuel hose and only two screws holding the carburetor in place. No placard. No note on the key. After a "normal preflight," a renter pilot attempted to start the engine. He was seriously burned when a fire erupted.

Most AFMs do contain guidance for handling an engine fire on start. That guidance should be followed, but here's what the AFH has to say: Continue cranking. Shut off the fuel. Call the tower (so they can send a fire truck your way). Shut everything off. Depart the airplane (if the fire persists). Attempt to put out the fire.

***Smoke/fire in flight.** It can happen, as the pilot of a Beech V35 discovered. He was climbing through 9,000 feet on an IFR flight plan when he smelled an electrical odor and the cockpit began to fill with smoke. The "book" said shut off all electricity switches. He did just that while beginning an emergency descent. The smoke cleared. Turning off the electricity deprived the fire of an ignition source. investigation revealed that the fire was caused by the owner's improper installation of an alternator wiring harness.

Here, the AFH defers to the airplane AFM in advising that you follow the checklist. Also: Declare an emergency. Slip away from fire on decent (if it doesn't go out).

***Partial power loss.** The AFH contains a new message here: Don't feel pressured to get the airplane on the ground immediately. There may be severe obstacles to an immediate landing. You need to get set up to obtain the best performance possible from the airplane. You may need to fly a considerable distance over water or rough terrain. If that's your situation, consider these steps: Maintain an airspeed for best performance (approximately, the best glide speed). Decide where to land and keep your decision updated. Declare an emergency to ensure priority handling by ATC.

***Complete power loss.** Here's what the AFH offers for consideration: Maintain control of the airplane, regardless of altitude. Select a landing area . Maintain best glide speed. Accomplish the engine failure checklist. If the engine is still turning, pull the primer out to fuel the cylinders (then close it if the engine doesn't start). Select low rpm if the engine is still turning and the propeller is controllable.

***Door opening on takeoff or in flight.** Many pilots have lost control while leaning over during takeoff to shut doors that opened. Accidents also have been caused when baggage doors and various access hatches opened at

continued page 7

Staying Ready continued...

inconvenient times. Too often, such startling events result after somebody "fiddles" with a door or hatch after the pilot has checked it, and when the pilot does not supervise others who button things up.

Although these events are startling, there really is no reason for panic in most situations. The book recommends a sensible course of action: Maintain control of the airplane. If it happens on takeoff, remain in the traffic pattern. Land as soon as practical. Maintain airspeed for adequate control until touchdown (several airplanes with open doors have stalled on final).

***Asymmetric flaps.** If an unexpected roll is encountered when lowering flaps, the AFH advises that you: Return flap control to "up" while maintaining control of the airplane. Go around. Adjust landing pattern for nonstandard configuration or conditions.

***Emergency descent.** If this is necessary due to an uncontrollable fire, a sudden loss of cabin pressure, etc.: "Clear" the area and descend as rapidly as possible. Advise the passengers to clear their ears. Use 30-45 degrees of bank. Prop to high rpm. Maintain a speed less than Vne; watch VA if in turbulence. Clear the engine periodically.

***Emergency approach and landing.** This is the familiar and often-practiced "forced landing." It really helps to have an idea of the features and elevation of the terrain over which you are flying. If you do, the old "high key, downwind key, base key, etc." should work out just fine. Here are some other considerations: Land on an airport, if possible. If not, select the best available landing area, considering surface, size, wind, slope and obstructions.

Think ahead of time about engine failure on or shortly after takeoff, and decide upon the minimum altitude at which you will consider returning to land on this takeoff runway.

Know the manufacturer's recommended glide speed. If you lose an engine at altitude, fly that speed while you maneuver the airplane to the landing surface.

Critical 'Seconds'

Now, let's back up a bit. We probably all agree that the most "generic" of all procedures in the midst of an emergency situation is to fly the airplane—first, foremost, always! But once you have airplane control assured, what then? That second step is important. You've got to think ahead of time about what it will be.

Over the years, I've developed my own personal list of second steps, things I have to do if I don't do *anything else* after I get the airplane under control. None of them is to get out the checklist and read it, or to try to run the entire checklist from memory. Rather, I have taken a cue from the Air Force, which has had great success highlighting "instinctive-reaction" checklist procedures in bold face for memorization.

Just *what* items to include on the "second steps" list takes a little purposeful thought, using the AFM recommendations as a starting point and following through with an analysis of the airplane and how you fly it.

Keep it Fresh

Once you have developed your list, it's important to realize that it is pretty easy to forget memorized procedures when real-life, unanticipated emergencies take us by surprise. Therefore, keeping the procedures "fresh" in mind takes some work.

They need to be reviewed before each flight, even if you fly every day. Recording the procedures on an audiotape and playing the tape while you're driving to the airport is one way to do that. If you are an instructor, discuss the procedures often with your students. Whatever works.

Here are some of the second steps I've developed for five situations that might arise while flying a Cessna 172. After assuring control, these are the things I'd do if I didn't do anything else:

*If the engine failed immediately after takeoff, I'd *get the nose down* to preserve flying speed. Switching the fuel selector is great, but it wouldn't keep me from stalling. Decreasing angle of attack would. So, I'd get the nose down and establish the proper speed, then sort out the rest.

*If the engine failed in flight, I'd pull the *carburetor heat full-on,* because that's the most likely cause of the power loss. You can develop carb ice in temperatures up to 100 F if the humidity is right and your power setting is wrong! If you've descended for a touch-and-go without applying carb heat, carb ice could choke the engine when you try to reapply power. (It happened to me once.)

*Should the flames of an engine fire in flight appear, I'd pull the *mixture to idle/cutoff,* because that's the quickest way to deprive the fire of fuel. (You may not agree, and that's certainly okay. The important thing is to think about it ahead of time, decide what you would do and put that thought into your bag of tricks. If you don't, your reaction to an engine fire could be indecisive, tentative, to late and, maybe wrong!)

*If there was an electrical fire, I'd *turn off the master switch* to isolate the electrical components(s) most likely causing the smoke or burning smell. This will, of course, isolate all of the electrical components, even the pitot heat. But the offending component may soon begin to burn, if it's not already, and the quickest way to shut it down is with the master switch.

*Should a forced landing be inevitable, I'd ensure that I would *touch down absolutely under control,* whether it be in the tops of trees, on a hillside, in a field or on a road or runway. Yes, it's important to make sure that safety belts and shoulder harnesses are fastened, but the biggest lifesaver by far is ensuring a controlled touchdown at the lowest controllable speed and energy level.

Thinking Ahead

If you think about it ahead of time, in each situation, you only have to remember one thing after "fly the airplane." When everything else fails, you will remember that one thing which you've really thought about and decided is most important in each situation. The rest you can read in the checklist. Pulling the carburetor heat on after an engine failure in a Cessna 172 during cruise flight does not replace the advisability of making sure the fuel selector is on "both," the mixture is full-rich, the ignition is on "both" and the primer is locked—while maintaining altitude until glide airspeed is established, then trimming the airplane for a glide and turning toward a suitable landing site. It won't set you up for a good pattern, either. But getting the carb heat on will restart the engine in just a few seconds if it has iced up.

Similarly, applying alternate air in a Piper Arrow doesn't replace putting the fuel selector on a tank containing fuel or turning on the electric fuel pump. But it could result in restarting the engine quickly if the air passage has been clogged by dirt, ice, or bird or some other foreign object.

Name of the Game

And that's the name of the game: Prompt action, thought out ahead of time, appropriately taken and aimed at achieving quick, safe results in an emergency.

Thinking about your flying ahead of time works! "Generic" thinking works. Thinking about what you'll do when the situation seems to permit little time for thinking pays dividends. The only cost to you is a little time and effort. You may not like any of the recommendations made in this article or in the Airplane Flying Handbook, but that's fine. Come up with your own. But do it ahead of time! The meaningful measure of merit is that you will have thought out ahead of time what *you* might want to do in any one of a multitude of situations, both routine and emergency. You will have created a framework for future action, so that situations won't "catch you cold." What's more important is that you will have done it on the ground, where good pilots do most of their thinking and planning. As a result, you will be much more confident and effective in what you have to do in the cockpit when the time comes. Where others might be left "swimming in glue" you will be maintaining control of your aircraft (first and foremost), doing what you've decided should be done next and be well on your way to clear thinking survival—all because you have mentally prepared yourself.

Check out the Airplane Flying Handbook. It's contents will provide an excellent framework for your preparation.

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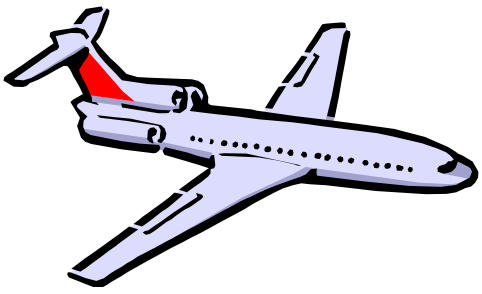
Wally Miller is an ATP with a B-737 type rating and nearly 7,000 hours. He is an active flight instructor, FAA aviation safety counselor and aviation writer, and runs his own aviation and marketing consulting firm in Colorado.



Montana Airplane Enplanements

	1987 passengers	1992 passengers	1997 passengers	1998 passengers	1999 passengers
Billings	303,346	303,661	316,648	327,304	339,855
Bozeman	119,104	152,978	206,995	217,308	221,997
Missoula	150,055	153,327	191,863	202,277	221,387
Kalispell	45,170	85,953	130,620	133,515	146,770
Great Falls	142,807	130,212	123,181	126,218	136,066
Helena	47,228	58,018	72,614	76,683	79,862
Butte	28,632	36,550	44,087	44,747	49,133
Totals	836,342	920,699	1,086,008	1,128,052	1,190,381

Aircraft activity Airports with Control Towers	1994	1996	1998	1999
Billings	105,640	100,433	102,713	115,707
Helena	59,127	62,804	66,360	72,064
Great Falls	63,710	53,053	66,315	74,302
Missoula	65,986	46,787	53,291	56,797

Non-Tower Airports (Estimated)				
Bozeman (Tower dedicated 02/00)			45,000	44,908
Butte			22,000	23,000
Kalispell			N/R	N/R

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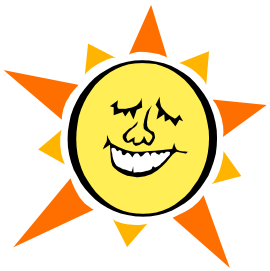

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